The New-York Times.

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THE CANAL CONVENTION.

PROCEEDINGS OF THE MEETING AT ROCHESTER.

Letters from Samuel B. Ruggles and Ex-Governor Hunt.

Speeches of A. M. Clapp, James L. Barton, Gen. Adams, Ex-Senator Babcock and Others.

INTERESTING AND IMPORTANT ACTION.

Conclusion of Thursday's Proceedings.

ROCHESTER, Thursday, Sept. 1—P. M.

At the morning session of the Canal Convention, to-day, the following Committee on Business and Resolutions was appointed:

Asahel Bushnell, of Essex; E. P. Hunt, of Erie; Samuel J. Hunter, of Dutchess; W. T. Holmes, of Steuben; S. Chubbuck, of Oswego; S. G. Palmer, of Oneida; W. A. Ridley, of New-York; Thomas Kempshall, of Rochester.

Mr. HENRY O'REILLY suggested, before the withdrawal of the Committee, that the members of the Convention exchange views in order that the Committee might not only be instructed in the sentiments of the Convention, but also be awakened to a spirited discharge of their duties. He called on Mr. BABCOCK to address the Convention. Mr. BABCOCK declined, with other some reparting; Mr. HENRY O'REILLY was himself called upon for a speech. He referred to the fact that it was twenty-five years since he and others met in this city to urge the speedy enlargement of the State Canal. Then men from all sections of the State met in this Hall to advocate that policy and adopt means for its successful prosecution. It was a lesson not to be neglected by Canal men, that the work, which should have been done in one-fourth of that time, was now, after twenty-five years, still unfinished. He could say on the part of the Committee from New-York City, although the number in attendance was small, it was felt that the crisis in the affairs of the Canal was an important one. He believed that the People were awakening to a sense of the importance of doing justice to the Canals, and he cited in proof the readiness with which the address, published a day or two since by the Committee in New-York, was given insertion in the daily papers. He would read that address as the best remarks he could make to the Convention. After reading the document, which has appeared in the New-York papers, he stated that the names of the delegates appointed to attend this meeting had all been used authoritatively, and, if not present in person, all were here in spirit.

Mr. ANSEL BASCOM being called upon, expressed some surprise that a discussion should have arisen when there was no question before the Convention. But he remembered that all the proceedings of this Convention were irregular. The Convention itself was irregular. Regular Conventions would meet next week, and the week following, in Syracuse, but he would rather trust the interests of the canals in the hands of this irregular body than in the hands of the regular ones. This Convention was not only irregular but rebellious—a rebellion if not against the *de jure*, at least against the *de facto* Government of the State—against the power which now makes the Government and the Government too in New-York. The present Executive owes its large majority alone to that power. It was the knowledge that he was a Railroad Governor that rolled up his seventy or eighty thousand votes over the vote of the previous year. He would ask who it was that would go to Syracuse next week and dictate the nominees of a regular Convention for Canal officers?

A VOICE—We don't know.

Mr. BASCOM—Why, JOHN WILKINSON, of Onondaga, and Mr. URBAN, of Genesee, would be there deserting their business, to attend to these nominations. A great business session established by the people themselves had grown to be a power that ruled the State and was *de facto* the Government. The Legislature were under its control. To be sure our Representatives in Albany could act independently in matters of the Common Schools, the Militia, and the like; but when the question comes up before them, how shall they legislate to relieve the people of their burdens and protect the public works of the State, they have to walk up to the officers of this power to know how they shall vote. In all this he was in favor of rebellion. He proceeded to advocate systematic agitation of the questions relating to the Canal interests and a united movement in favor of Canal men for the Legislature of the State.

Mr. A. M. CLAPP, of Buffalo, next addressed the Convention. He beheld before him several banners which might furnish topics for stated preaching from now till the day of election. One was, "Why do not the leading journals of the State speak for the people?" The answer is, "Railroad free passes and patronage prevent." He should hurl back this insinuation against the Press of the State did he not feel that in many instances there was some ground for the charge; but he deemed the greatest evil the bestowal of these free passes upon the legislators. That was calculated to reach and corrupt the heart of legislation. He deemed it time for the Canal men to exert themselves in earnest, when a voice comes from Oswego telling us that the Canals are now nothing but a burden upon the people of the State, and should no longer be continued in existence. He then alluded to the gradual progress of the Railroad influence in the State, and denounced that influence as ruinous to the best interests of the State. He advocated a more equal distribution of the burdens of the State. The Railroads could now carry freight without paying tolls, and thus favored, could compete with the Canals and in fact afford to carry freight at a less cost than the Canals could. It became important, then, to protect the Canals. The main question was, how could this Convention best extend protection to the Erie and all the lateral Canals of the State. He trusted before the Convention adjourned it would adopt some measure tending to accomplish this end.

Mr. CHUBBUCK, of Oswego, desired to deny that the votes which declared the Canals had seen their day, came from Oswego. Mr. BABCOCK, a late member of the Assembly, resides on the extreme verge of Oswego County, and not in Oswego. Every interest in that city was identified with the best interest of the Canals, and Oswego would unite with Buffalo and New-York in defence of a common interest. As to the means of carrying out that object, there would probably be some differences in this Convention. He favored a New-York City policy was opposed to the policy of the rest of the State. Their policy was to keep freight down to the lowest possible minimum. That is not the policy of Oswego or of Buffalo, but he hoped such an adjustment would be made between the interests of the Railroad and the Canal as would leave each to do its legitimate business in its own proper way, and yet yield a revenue to the State. He held that the railroads were necessary to the commerce of the State; indeed, if the question were put to the people of the State they would find it easier to do without the Canals than do without the Railroads. While he could not indorse the views of Mr. BABCOCK, of Pulaski, he yet could not go with those who are in favor of tolling the railroads.

Mr. J. MYERS, of New-York, said that for the purpose of testing the sense of the Convention, he would move that the Committee be instructed to bring in a resolution in favor of the repeal of the law of 1851 removing the tolls on the Railroads.

Mr. HOVEY, of Syracuse, thought it undesirable to instruct the Committee. He believed that the Committee would introduce such a resolution, but if they did not, he would go with the gentleman from New-York in favor of supplying the omission. He deprecated these violent demonstrations of any interests of the State. This Convention should not make war upon any interest. If this Convention act with moderation and discretion it will accomplish good. If not, it will be a libel to charge, as urged against last year's Convention, that it was a meeting of Canal forwarders and enemies of the Railroads. He believed that the proper place for this body to make itself felt was at the ballot-box. Last year the object of the Convention was to influence legislation, but this year it is to exercise an influence on the nominating conventions. If we act wisely its power will be felt at the ballot box, but if unwisely, it can result only in evil.

Mr. MYERS then withdrew his resolution for the present, expressing the belief that what the people willed would be accomplished.

The Convention here adjourned till 2½ P. M.

AFTERNOON SESSION.

The Convention reassembled at 2½ P. M. A letter was read from Mr. SAMUEL B. RUGGLES, expressing his decided disapprobation of the sale of the Canals, for the following reasons:

First—The Canals, requiring a trifling amount of work yet to be done, are now in full and successful operation, and enjoy to an extent hitherto unequaled the benefits of cheap and safe transportation.

Second—They have thus far cost the tax-payers comparatively nothing, compared with their benefits; and if wisely and honestly managed, may be permanently retained and enjoyed without imposing any material burden.

Third—Their preservation by the State is essentially necessary to the security of its commerce, as a safeguard from the exactions of railroad companies, necessarily controlled by individuals.

Fourth—The State, as owner of the Canals, can always afford to keep the price of transit and the consequent burden on commerce, at a rate far below the charges necessary to satisfy a private company.

Fifth—The Canals now furnish constant and honorable employment to many thousands of independent citizens, who do not desire or deserve to be reduced to the condition of hired servants or mere machines of a soulless Corporation.

Sixth—The main trunk lines connecting the Ocean with the Lakes, are of transcendent and ever-enduring importance to the State in its highest Continental relations, combining it for all future time to regulate and control its vast and all but illimitable commerce with the States of the interior.

Seventh—The exclusive ownership and management by a private Corporation of a system of public works so extensive, penetrating and pervading nearly every district of the State, would most unwisely and unjustly concentrate in the hands of a favored combination a political power wholly at war with our Republican institutions and habits, dangerous to our political virtue, and utterly degrading to our public character.

I have not the time to elaborate any of these propositions, but must confine myself to a brief summary of facts, bearing on some of them, and drawn from public documents of unquestionable authority. It has become necessary thus to exhibit them, to expose the singular ignorance and infatuation, if nothing worse, which has recently induced several of our public journals to assert that the canals have lost their value and importance as channels of trade—that they have become "obsolete"—that they "have had their day"—and finally "have outlived their usefulness."

The fundamental error of these assailants lies in assuming that all the products of our varied industry require to be carried to market at railroad rates of speed. In one of the most elaborate of these assaults, the canals are flippantly denounced as unfit "for an age so *fast* as ours;" forgetting that while persons may be "fast," the great bulk of their property may and must be "slow." Very possibly it may be vital, as it certainly is characteristic for a live American to hurry his person at race-horse speed across the Continent: but it certainly is not vital, nor in any respect necessary or expedient, thus to hurry his fuel, his timber, his building material, his food, nor any very large proportion of his merchandise or manufactures. We, therefore, meet the difficulty at the threshold, by asserting that no considerable amount of these commodities requires anything approaching to railroad speed, or any rate of movement exceeding that now attained on the canals.

The superficial observers who have undertaken to pronounce on this subject, evidently have been misled by the sound and glitter and external display of strength and speed by the railway, and have wholly overlooked or forgotten the ceaseless and silent but enormous achievements of the canals, noiselessly but unfailingly working at their side. Enslaved by their single idea, they seem to suppose that because a railway is valuable for certain purposes, a canal is valuable for none; that the two modes of transport cannot coexist, but that one must necessarily destroy or swallow up the other. The slightest acquaintance with the facts would teach them that each of these organs of commerce has its appropriate sphere; that both are equally needed by the commercial community—the one for speed, the other for economy; that they may be, and should be, harmoniously and profitably worked together—even as the wise and thrifty farmer works alike his horse and his ox, each of them kindly, but each in its proper line of labor.

We need but look at the canals and railways in this and other States to see how advantageously they may work together. In New-Jersey the Raritan canal, notwithstanding the level railroad at its side, transports not only heavy commodities, but by its steam vessels shares largely in carrying light merchandise. In Pennsylvania, the Schuylkill Canal, in spite of disastrous floods to which its river bed is subject, has been steadily gaining for the last three years on the Reading Railway at its side. The tonnage on the canal gradually increased from 1,103,000 tons in 1855, to 1,236,000 tons in 1856; while on the other hand, the tonnage of the Railway during that period steadily declined from 2,213,000 tons in 1855, to 1,542,000 tons in 1856.

The Delaware and Hudson Canal now carries annually 1,300,000 tons. Its intelligent officers declare that, notwithstanding their canal is navigable only seven months in the year, nothing could induce them to exchange it for a railroad.

The old canal of the Duke of BRIDGEWATER, "the father of the Inland Navigation of England," is at this moment successfully and triumphantly competing with the modern railways in its vicinity, for the transportation not only of coal and bulky products, but of the light fabrics of the workshops of Manchester.

Under the present Imperial Government, a splendid system of railways overspreads the surface of France; but nevertheless the transportation on its canals and "canalized" rivers is steadily increasing.

But why resort to examples beyond our borders, while our own great and unequalled canals are under our very eyes, telling their own story? The most hasty glance at their official tables will suffice to expose the rashness, the folly, the superlative absurdity, if not the wickedness, of the assertion that our canals are unfit for the age and have outlived their usefulness; and the singular presumption of the claim that rival railroads have taken or are able to take their place. To those who remember the wide-spread acknowledgment which they won for the State throughout the civilized world, it is equally melancholy and astonishing to find respectable journals, from whose position and patriotic conductors better things were expected, willing to depreciate them as "destined hereafter to occupy but a subordinate place in our State legislation."

For look, if only for a moment, at the facts. Eight years have now elapsed since the Central Railroad was permitted by law to carry freight in competition with the canal. Possessing ample pecuniary means, and directed by permanent officers of eminent energy and experience, they have spared no expense in putting their road and its machinery in perfect order. The canal, on the contrary, has been struggling through all that period with the difficulties and delays of an unfinished work, so that it never yet has enjoyed the full measure of its capacity or efficiency, and nevertheless, with all these disadvantages, the incomplete canal carried, of a total tonnage of 4,426,000 tons in 1856, no less than 3,660,000 tons, being more than *five-sixths* of the whole, while the completed railroad, enjoying all its advantages and powers, was able to carry but 765,000 tons, or less than *one-sixth*.

It is deeply to be regretted that the Railroad Company, in its efforts to rival and cripple the canal, should have reduced their charges to a point rendering it necessary for the State prematurely and unduly to reduce its rate of tolls. The reduction has greatly aggravated the loss on the 765,000 tons diverted to the Railroad by adding to it a much larger loss on the 3,660,000 tons retained on the canal. The loss of toll on the 765,000 tons probably did not much exceed $600,000, but the loss on the 3,660,000 tons has fallen but little short of $1,800,000. But for the permission to the Railroad to carry freight the canal tolls might easily have been made to yield from three to four millions without prejudice to the commerce of the State—at the rates charged in 1856, the amount on the present tonnage would have exceeded five millions. It was a large and liberal act for the Legislature of 1851 to foster commerce by placing a rival by the side of the canal, but it has been poorly requited in the policy which has tempted the State to reduce the revenues of the canal to the present scanty sum of $3,110,000.

The analysis of the tonnage above exhibited indicates and defines with sufficient precision the portion which, in search of high speed, will seek the railroad, showing that proportion not to exceed one-sixth of the whole. In fact, it would hardly be possible for a much larger proportion to bear the increased expense of that mode of conveyance. The published returns of the railroad company show the movement of that 765,000 tons to be equivalent to 142,000,000 tons moved a single mile. For that movement the owners of the property moved paid to the railroad company $3,780,000, being at the rate of 2 66-100 cents per ton per mile.

On the other hand, the movement of the 3,660,000 tons on the canals, is shown by the Auditor's report to be equivalent to 564,000,000 tons moved a single mile; for which movement the owners of the property moved paid to the State in tolls $2,110,000, being less than *four mills* per ton per mile—and to the carriers owning the boats not more than six mills in addition—making the total cost not exceeding one cent per ton per mile for the 564,000,000 tons, or $5,640,000.

Now, what would have been the result to the owners of the property carried, if this whole canal movement of 546,000,000 tons for the mile had been diverted to the railway? Would or could the company have charged any less rate than that which they were themselves compelled to impose on their 765,000 tons to earn their dividend? But if they had retained those rates, being at 2 66 100 cents per mile, it would have cost the owners of the property carried, $14,100,000, instead of the $5,640,000, which they actually paid—leaving a clear saving of $8,460,000 in a single year, by means of their obsolete canal that had "lost its usefulness," and was "unfit for the age."

We make no personal complaint of the individuals that direct the affairs of the railway or own its stock. It is natural and perhaps commendable for them to strive to aggrandize and enrich to the utmost the immense estate committed to their care, but can it be unobjectionable to imagine them willing to get possession of the Erie Canal—the great rival channel of trade—the vast labor-saving machine, which thus *keeps* $8,460,000 annually in the pockets of the people and out of the pockets of the Company? Cannot the taxpayers of the State perceive that the canal is the only power adequate to keep such a rival within the bounds of moderation? and, knowing this, will they assist in destroying, or tolerate others in destroying, this mighty safeguard of our international trade, or in parting with this palladium of our commercial freedom? It will, of course, be borne in mind that this $8,500,000, thus saved yearly, is destined to inevitably increase with the steady and irresistible development of our Western States. The canal tonnage, which in 1836 (when the Legislature decided to expedite the enlargement by borrowing money) was but 1,333,000 tons, steadily and gradually increased, according to the ratio then predicted, until it reached in 1856 3,685,000 tons—having more than doubled in twenty years.

No good reason exists or can be imagined why it should not again double in a like period—nor indeed for fixing any definite limit to its growth. We see how little the railway has really abstracted after eight years of rivalry. It is not, however impossible that the demand for high speed, and especially in years of fluctuating markets and commercial excitement, may occasionally increase the proportion of one-sixth now seeking the railway; but embracing a series of years the general rate of growth of the canal tonnage will not probably be seriously affected. It is possible, indeed probable, that the greater part of the light merchandise may require railway speed—more than half of it has already done so—reducing the amount carried on the canal from 488,000 tons in 1853, to 188,000 tons in 1858. If the whole should be diverted neither the loss of the quantity nor of the toll it pays, $156,000, would very materially affect the result. The great mass of the heavier products would yet remain. The products of the forest, which in the year 1853 yielded 1,821,000 tons, of which 444,000 tons came from the Western States and Canada, would remain unaffected. Some additional diversion might be made of vegetable food, and yet this item, so far from diminishing under the railway rivalry, has absolutely increased—having been 1,279,000 tons in 1853 against 1,313 000 tons in 1858; and actually exceeded by 167,000 tons the quantity carried in 1857, the year of the Irish famine.

These, then, are some of the prominent facts which may occupy the attention of the approaching Convention. Their careful consideration will doubtless influence, more or less, their action on the momentous questions to be debated there and elsewhere, whether it will be wiser to replenish the canal revenues (which now require for the fiscal purposes of the State an increase of about $1,500,000) by reimposing tolls on the Central Railroad, or by raising the existing rates on the canal tonnage, or by a direct tax on the whole property of the State, until the future increase of the canal commerce shall render the tax unnecessary.

It has not been my object or wish in any way to anticipate the discussion of these questions in the Convention, but merely in compliance with your request to collect and furnish facts for more convenient examination. They certainly possess a value in vindicating the importance of the Canals, as a vital and indispensable organ of commerce, and the paramount necessity of keeping them forever unfettered and within the public control.

The examination might well have embraced the dangers and evils of intrusting such a power to any private Company, however respectable—but the time will not now suffice, and that portion of the subject must be reserved for some other occasion.

With much respect, cordially your friend and fellow-citizen, SAMUEL B. RUGGLES.

To Messrs. John Allen, George R. Babcock, Henry O'Reilly, Thomas T. Flagler, and others, Delegates to the Canal Convention.

BROOKLYN INTELLIGENCE.

ST. PETER'S CHURCH.—The corner-stone of a new Roman Catholic church, to be called St. Peter's, will be laid to-morrow afternoon, at the corner of Hicks and Warren streets, with appropriate exercises. The Society has secured here a plot of land at the place named, with a front of 172 feet on Hicks-street, and extending back along Warren-street 95 feet. The Society is new—a branch from St. Paul's Church on Court-street—and the services, as Pastor, of the Rev. JOSEPH FRANSIOLI, for several years the popular assistant of the Rev. Dr. PISE, in the Church of St. Charles Borromeo, Sidney-place, have been assured. The new building will have a front of 67 feet and a depth of 137 feet. It will be constructed of brick, in the Romanesque style of architecture, and finished in a neat and tasteful manner throughout. There are to be 202 pews on the main floor of the auditorium, capable of affording comfortable sittings to 1,100 persons. There will also be 300 more sittings in the organ gallery—the only one constructed, and two side chapels on the main floor. The whole interior will be handsomely frescoed. The tower will be 170 feet high. A parsonage is also being erected adjoining the church on Warren-street. It is to be in the same style of architecture as the church, with a front of 42 feet on Warren-street and a depth of 40 feet; three stories and basement. The whole cost of church and parsonage will be about $60,000, and the structures will add materially to the appearance of that section of the city. The same society is also making arrangements to erect on Hicks-street, adjoining the church, a large building for an academy, at a cost of about $20,000. At the dedication to-morrow the Rev. Mr. LOUGHLIN will officiate, assisted by other clergymen of the city.

TOOK AN EMETIC.—A woman was arrested in Brooklyn yesterday on a charge of larceny. She was committed to the cells in the basement of the City Hall, and the officer in charge was about to search her, when she put several pawn tickets in her mouth, and before the officer could prevent it she swallowed them, thereby destroying the evidence of guilt. The officer subsequently administered to her an emetic, but with what results we have not been able to ascertain.

ANOTHER WATER ACCIDENT AND LOSS OF LIFE.—Last Wednesday a sloop attempted to pass into Hempstead Bay by the old inlet, when she got aground on the bar. The wind was blowing fresh at the time, and during the night the craft drifted over the bar and ashore inside. The inhabitants in the vicinity visited the vessel, and found the captain and a boy lashed to her side, both nearly intoxicated. The old man died soon after he was discovered, but the boy it is supposed will recover.

CENTRAL DISPENSARY.—During the month of August 364 patients were treated for various diseases in this institution, and 727 prescriptions were gratuitously dispensed.

NEWS BY TELEGRAPH.

Return of Ex-President Pierce to his Home in New-Hampshire.

MANCHESTER, N. H., Friday, Sept. 2.

The return of Ex-President PIERCE to his home in New-Hampshire, to-day, called forth a lively display of friendly feeling. The Amoskeag Veterans, one hundred strong, proceeded in the morning to Nashua, and received the Ex-President, who was accompanied by Mayor HARRINGTON and other distinguished citizens at the Depot. Here the crowd was very large and the welcome hearty and enthusiastic. From Nashua a special train conveyed Mr. PIERCE and his escort to this city, where a procession, a collation, speeches and firing of cannon were the features of the occasion.

In the afternoon the Ex-President, escorted by the Veterans and numerous citizens, proceeded to Concord, where he was received with similar public manifestations of respect.

On the arrival of the train at Concord a salute was fired, flags were displayed, and Mr. PIERCE was greeted with cheers by a large concourse of citizens. He was escorted by the Veterans to his lodgings; after which they dined at the Phenix Hotel.

Gen. PIERCE received the congratulations of his friends, and was serenaded by the Concord Cornet Band.

From Boston.

NAVAL INTELLIGENCE—SHARPING ON SHIPBOARD—THE MILITARY HONORS AT CONCORD, ETC.

BOSTON, Friday, Sept. 2.

The sloop-of-war *Cumberland*, which arrived yesterday at Portsmouth, left at Madeira, Aug. 9, the frigate *Constitution*, which was to proceed in a few days to the coast of Africa.

The ship *Protector*, of Boston, from Liverpool for Aden, put into Madeira, Aug. 3, Capt. CROWELL having been stabbed by a negro seaman. Capt. CROWELL was attended by the surgeon of the *Cumberland*, and had so far recovered as to proceed on his voyage before the *Cumberland* sailed. The negro culprit was brought home in the sloop-of-war for trial. The *Cumberland* sailed from Boston June 23, 1857, and has lost but two men during her whole cruise of 25 months.

Gov. HASKELL has extended invitations to the Governors of the various States to be present at the muster and review of the entire active military force of the State, which assembles at Concord on the 7th.

Deacon JOSIAH UNDERWOOD was injured this forenoon by being knocked down by a team rapidly driven through the street.

Strike on the Michigan Southern Railroad.

CHICAGO, Friday, Sept. 2.

The machinists at Laporte and Adrian, on the Michigan Southern Railroad, struck yesterday, and refuse to allow anything but a mail car and engine to run. The passengers who left this city yesterday morning returned last evening. The cause of the strike is the inability or refusal of the road to pay the back wages of the employes. No trains have left here on the Michigan Southern road since yesterday morning.

Strike Among the Coal Miners at Pittsburgh.

PITTSBURGH, Pa., Friday, Sept. 2.

The coal miners, numbering two thousand, turned out in procession to-day on a strike, contending for the payment of their wages according to weight instead of measurement.

Three Persons Reported to have gone over Niagara.

BUFFALO, Friday, Sept. 2.

A rumor is current that two men and a woman went over the Horse-shoe Fall yesterday afternoon during a severe gale. Nothing positive can be learned as to the matter as yet, but that a boat was seen to go over, pieces of which have been recovered. The name of the boat was KATE, and she is supposed to belong to Navy Island. The names of the parties are not known.

Arrest of a Postmaster for Mail Robbery.

BALTIMORE, Friday, Sept. 2.

PHILIP REED, Postmaster at Poolesville, Md., has been arrested on the charge of opening and embezzling letters from the mail. He was examined before Commissioner HANAY to-day, and held in $5,000 to answer.

Descent of the Balloonist La Mountain.

BELLOWS' FALLS, Vt., Friday, Sept. 2.

JOHN LA MOUNTAIN, who ascended from Saratoga at 6:30 P. M. yesterday, came down on the farm of Mr. WHEAT, in Sexton's River, at 8 o'clock P. M., having traveled a distance of nearly one hundred miles.

Fatal Affray in Kentucky.

LOUISVILLE, Ky., Friday, Sept. 2.

In a difficulty at Hopkinsville, Kentucky, between W. W. WARFIELD and Capt. JAMES JACKSON, late candidate for Congress, the former was shot and instantly killed.

Non-Arrival of the North Briton.

PORTLAND, Friday, Sept. 2—12 P. M.

The weather is clear with a light westerly wind, but there is, as yet, no signs of the steamship *North Briton*, now about due with Liverpool dates of the 24th ult.

HAVANA.

Arrival of the Quaker City—New Postal Arrangements in Cuba—The Markets—Public Health.

The United States Mail steamer *Quaker City*, R. W. SHUFELDT, Commander, from Havana Monday, August 29th, 5:30 P. M., arrived at Quarantine yesterday morning at 9 o'clock, with 52 passengers and $31,000 in Specie.

There was no sickness on board. The health of Havana improving, with very little alarm felt among the residents.

New Post Office regulations have been published at Havana, reviving the old regulations of 1846.

All the important ports of the Island have been thrown open to the introduction of fish free of duties.

The *Quaker City* brings the following news as to the state of the Sugar market: In Sugar no transactions—declining, and rates nominal. Stock 246,000 boxes, against 160,000 in 1858 at the same date.

Freights, with few vessels in port, have slightly improved.

Exchanges more languid and irregular. London, 12 to 15 per cent., sixty days; New-York, 2 to 3½ per cent., sixty days; New-Orleans, 2 to 3 per cent., sixty days.

The steamer *Columbus* arrived 30th ult., at 5 P. M. from New-Orleans, and would sail on the morning of the 30th for New-York.

A royal decree has been published which imposes great restrictions upon the importation of Coin, and will give much trouble to American shippers and captains.

Arrival of the Columbus.

The United States Mail steamship *Columbus*, J. W. RAMS, Commander, arrived here last evening at 7 o'clock. She left New-Orleans at 9 A. M. on the 27th ult., and entered the port of Havana at 2 P. M. on the 29th, 45 hours from the Balize; discharged her mails, passengers and cargo, and received on board the mails and passengers for New-York; and at 5 o'clock the same evening again passed the Moro. Time from Havana, four days and one hour—from New-Orleans, six days and eleven hours; being the shortest passage ever made from that port to New-York, old Reckoning.

The news from Havana is not particularly important, except as regards the Money Market, which continued very stringent.

In addition to the new order permitting the free introduction of fish into the colonial ports of the Island, a party from the United States has obtained permission to import into Havana five stock (heifer) from Texas, for six months, free of duty.

The Sugar market was dull; stock 240,000 boxes against 160,000 same date last year.

Freights.—There are but few American vessels in port; there had been a slight improvement on former rates.

Exchange.—On London, 60 days' sight, 13 to 13 per cent. premium. On New-York, 2 to 2½ per cent. premium. On New-Orleans, 2½ to 3 per cent. premium.

The health of Havana was improving.

The *Columbus* has on freight, from New-Orleans 160,000 Mexican dollars.

A NEW TOWER.—A new tower and chapel has been erected recently at the Cemetery of the Evergreens, in place of the one destroyed by fire last spring, and a bell weighing 2,000 pounds placed upon it.

MEXICO.

The Impending Conflict of the French and Mexican Governments.

Special Correspondence of the Courier des Etats-Unis.

MEXICO, Thursday, Aug. 4, 1859.

A relation of the events of the month just ended will be a matter of interest to your readers. A rebellion of considerable importance has existed for the past month in the State of Vera Cruz, and the Government has been unable to suppress it. The Federal troops have been defeated in every engagement, and the rebels have gained strength and confidence with every victory. The Federal army has been commanded by Gen. Miramon, and the rebels by Gen. Zuloaga. Miramon has been considered the best General in the Republic, and his defeats have caused much surprise. Zuloaga is a man of no military ability, and his victories have been gained over troops commanded by Miramon. The Federal army has been defeated in every battle, and has been driven from the State of Vera Cruz, with the exception of the city of Vera Cruz and the fortress of San Juan de Ulloa. The rebels have gained possession of the Custom-House at Vera Cruz, and have made it the depot of their supplies. They have also gained possession of the Mint at Vera Cruz, and have made it a depot for the coinage of specie. The Government has been unable to prevent the rebels from gaining possession of the Custom-House and Mint, and has been unable to prevent the shipment of specie from Vera Cruz. The Government has been unable to prevent the rebels from receiving supplies of arms and ammunition, and has been unable to prevent the rebels from receiving recruits. The Government has been unable to prevent the rebels from gaining possession of the Custom-House and Mint at Vera Cruz

BILLIARDS.

PELTMAN'S IMPROVED BILLIARD TABLES ARE THE BEST AND COSTS NOTHING EXTRA. 844 AND 846 BROADWAY, COR. 13TH-ST.

CLUB-HOUSE CARDS.

SAWYER, HARE & CO., 849 AND 851 BROADWAY, HAVE NOT REMOVED TO 23D-ST.

HORSES AND CARRIAGES.

PERSONS HAVING GOOD HORSES FOR SALE, OR WISHING TO PURCHASE, SHOULD CALL AT THE CITY REPOSITORY, 44 EAST 23D-ST., NEAR MADISON-AV.

STATIONERY.

RAYMOND & LOUTREL, 24 John-st., Fulton Row, Manufacturers and Importers of Fashionable Stationery, ENGRAVING, EMBOSSING, &c.

SPORTING.

TUESDAY'S FOOT RUN CANCELLED.—DUE NOTICE WILL BE GIVEN OF THE NEXT RUN.

SPORTING.

FOR SALE—A GOOD HORSE, SUITABLE FOR A FAMILY; ALSO A PHAETON, ALMOST NEW. Inquire at 1 EAST 42D-ST.

LOST AND FOUND.

$50 REWARD.—LOST, ON BOARD THE Albany Express, between Albany and New-York, a leather pocket-book containing a large sum of money and valuable papers. The finder will be liberally rewarded by leaving the same at the office of the Albany Express, No. 1 Exchange-st., Albany, or at the office of the Express Company, No. 16 Wall-st., New-York.

LOST—TWO BONDS PAYABLE IN N. Y. BANK to the order of Charles Lanier, and by him endorsed in blank. The finder will be liberally rewarded by leaving the same at the office of the Company, No. 52 Wall-st.

LOST—A BLUE KNIT SHAWL. THE OWNER CAN have the same by calling at No. 4 CONNELL-ST.

LOST—ON SATURDAY, A GOLD WATCH, WITH a chain attached. Any one returning the same to No. 1 EAST 14TH-ST. will be suitably rewarded

NEWS OF THE DAY.

The Washington Monument.

The people of New-York are gradually awakening to a sense of the reality of the Centennial Commemoration of Washington, at the approach of the 19 Second-street, discharged in duty of the Centennial Committee to see to the erection of the Public Monument to Washington, which is to be dedicated on the 19th of April, 1876. The Committee could do, consequently, was to provide the means for the erection of the Monument, and to leave the rest to the voluntary contributions of the people. The Committee have been awarded to Messrs. J. G. MARTIN, U. S. Monument, Jas Craig, Chair, and others, and the Committee have been engaged in the work. Mr. TARCY has been employed to make the plans, and has completed them. The Committee have now given to the public the result of their labors, and the Monument is to be erected in accordance with them. The Committee have also decided to ask the City Government to appropriate the Park in front of the City Hall, where the Monument is to be placed, for the purpose. The Monument will be of marble, and will be a noble one

NEW BOOKS.

NOW READY!

QUAKER ANNALS.

NATURAL PHILOSOPHY.

FOR SCHOOLS AND ACADEMIES.

THE NEW-YORK PUBLISHING COMPANY have now ready a great variety of Pa. historical, on Wednesday, Oct. 5, at 10 o'clock, at the Auction Rooms, No. 1 Vesey-st., by order of Executors, the Library of the late Rev. Dr. Hawks, comprising a large collection of Bibles, Prayer Books, Hymn Books, Sermons, Commentaries, Ecclesiastical History, Biography, Travels, Poetry, Miscellaneous Literature, &c. Also, a valuable collection of Engravings, Portraits, Autographs, &c. Catalogues will be ready on Saturday, Oct. 1, and may be had at the Auction Rooms.

PUBLIC SALE OF THE LIBRARY OF THE LATE REV. DR. HAWKS.—On Wednesday, Oct. 5, at 10 o'clock, at the Auction Rooms, No. 1 Vesey-st., by order of Executors, the Library of the late Rev. Dr. Hawks, comprising a large collection of Bibles, Prayer Books, Hymn Books, Sermons, Commentaries, Ecclesiastical History, Biography, Travels, Poetry, Miscellaneous Literature, &c. Also, a valuable collection of Engravings, Portraits, Autographs, &c. Catalogues will be ready on Saturday, Oct. 1, and may be had at the Auction Rooms.

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CITY INTELLIGENCE.

THE BOOK TRADE-SALES.—The semi-annual book trade-sales are progressing at the rooms of Messrs. Leavitt, Trow & Co. On this occasion the first books offered were from the stock of Messrs. Dexter & Jackson's late well-known bookstore, No. 506 Seventh-avenue, which is the sort of crowding assortment that always brings out the interested. There were 1,000 books sold, at prices ranging between Nineteenth and Twentieth streets, and about 2,000 volumes were disposed of. The next sale will be held at the same rooms, No. 506 Seventh-avenue, on Wednesday, Thursday and Friday next, when the stock of Messrs. Dexter & Jackson's late well known bookstore will be offered by Mr. Hamilton, of Twenty-fifth-street and Seventh-avenue, who drives by a heavy Hamilton wagon. Our friends, Messrs. Dexter & Jackson, have taken the lease of the store No. 506 Seventh-avenue, and intend to open it with a new and fresh stock of books, and we hope they will receive the support of the public in their new enterprise. We are glad to see that the sale of the late Mr. Dexter's stock was so successful, and hope that the new firm will do as well.

SERIOUS RAILROAD ACCIDENT.—Yesterday after noon, about 5 o'clock, a little boy, seven years of age named John O'Neil, who resided with his parents, a short distance from the Harlem Railroad depot, at Fordham, was run over by a heavy freight train, and had his leg broken. The accident occurred on Jerome-avenue, and driven by Mr. Hamilton, of Twenty-fifth-street and Seventh-avenue, who was passing at the time. The driver was not to blame, as the boy ran directly across the road in front of the horses. The boy was taken to the residence of his parents, and Dr. Dwight, of No. 206 Seventh-avenue, was called in to attend to the injured limb. The boy is doing well, and will be able to be out in a few days.

Board adjourned to Friday next.

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Police Commissioners—At the regular meeting of the Police Commissioners yesterday, all the members of the Board were present, and Mr. Bergen was appointed Treasurer pending their action on the application of the Board for the removal of the Treasurer. The quarterly statement of General Superintendent Kennedy relating into the condition of the Metropolitan Police District was presented and placed on file. From it it appears that the entire Police force of the District is 1,651 men—1,455 in New-York and 96 in Brooklyn. The total number of arrests for the quarter were 10,866. The total number for the corresponding period last year was 11,567. Those MacManus, of the Third Precinct, Brooklyn, for meritorious conduct. Messrs. Baxter, of the Sixth Precinct, and A. L. Wyman, of the Twentieth Precinct, Brooklyn, for meritorious conduct. Officers Geo. W. Brown, of the Sixth Precinct